OVERVIEW

There are very few things more exciting than flying in a high performance jet. As in any aviation endeavor there are inherent risks, and familiarity with emergency egress procedures is essential in mitigating the result of an emergency situation. It is the sole responsibility of the passenger to be familiar with these procedures and be able to deploy them should the need arise. It must be clearly understood that the Pilot in Command WILL NOT be able to assist in an emergency egress due to the cockpit layout of the aircraft. The ejection seats are not operative. It is therefore essential a passenger be comfortable with the concept and competent in the method of emergency egress before riding in N139VS.

The following is a synopsis of the egress procedures for the L-39C Albatross. It is not a complete manual and will be supplemented with a briefing just prior to flight. The passenger is responsible to ask any additional questions they may have in order to be capable of an emergency egress.
Emergency Components

Canopy Lock Handle (left side at canopy, *pull back to release* canopy)

![Canopy Lock Handle Image]

Emergency Harness Seat Release (right side of the seat, *pull up and push forward to release the parachute from the seat*)

![Emergency Harness Seat Release Image]
**Parachute Strap Release** *(4 locations – pull with finger and thumb and release the seat belt)*

![Parachute Strap Release Image]

**Boom Mic Release** *(pull the cable out of the jack on your left hand side)*

![Boom Mic Release Image]
Parachute Rip Cord *(Pull hard with your right hand, *once out of and clear of the plane*)

Emergencies

While rare, it is possible to experience an emergency on the ground or in flight. You must be mentally prepared to make an emergency egress from the minute you step into the aircraft until the minute you step out of it. The first step is developing the mindset that an emergency egress is possible. *Any hesitation in performing an emergency egress greatly increases the risk and severity of injury.*

Communication

The aircraft is equipped with an electronic intercom system which allows the Pilot in Command to talk with the passenger. The command to initiate an emergency egress is “EJECT, EJECT, EJECT!” That is the signal to exit the aircraft in the manner consistent with its position. Initiation of the emergency egress procedure must be immediate.

It is possible to lose communication with the passenger should there be a failure of the intercom system and the passenger will have to rely on visual clues to determine that an emergency egress is necessary. The primary indication that an emergency egress is initiated will be the opening or release of the front canopy.
Restraints

The aircraft is equipped with a personal parachute for each occupant. The parachute is affixed to the body using shoulder and leg straps. The aircraft uses a combination seatbelt and parachute system.

Position

There are two types of emergency egress situations. First, is on the ground. Second, is in the air. An in flight emergency may dictate an emergency landing or ditching in which case a ground egress is required.

If the Pilot in command determines that an emergency landing is not advisable, a bail out must be performed. The remainder of this manual will be detailing the procedures for a Ground Egress and a Bail Out.

Ground Egress

The procedure for a ground egress can be cited in the memory aid “C-C-C-B”

This stands for Chute, Canopy, Comm, Butt.

1. CHUTE - Release the 4 seat belt clasps to exit the harness.
2. CANOPY - Pull the canopy lock handle back and push the canopy open to the right.
3. COMM - Disconnect the boom mic on the helmet at the quick disconnect.
4. BUTT – Exit the aircraft as quickly as possible and get a safe distance away.

Once the harness has been disconnected, egress the aircraft as quickly as possible wearing the parachute.

Abbreviated procedures

<table>
<thead>
<tr>
<th>CALL FOR GROUND EGRESS</th>
<th>EJECT, EJECT, EJECT</th>
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<tbody>
<tr>
<td>CHUTE</td>
<td>PULL LOOSE THE 4 SNAPS</td>
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<tr>
<td>CANOPY</td>
<td>UNLOCK AND OPEN</td>
</tr>
<tr>
<td>HELMET BOOM MIC</td>
<td>DISCONNECT</td>
</tr>
<tr>
<td>AIRCRAFT</td>
<td>EVACUATE</td>
</tr>
</tbody>
</table>
Once clear of the aircraft summon emergency personnel if required

*The Pilot in Command will not be able to assist in an emergency exit, Passenger must exit on your own.*

**Bail Out - Manual procedure, there are no ejection seats**

Unlike most general aviation aircraft, N139VS is equipped with personal parachutes which allow for a bail out at altitude should an emergency dictate. The ejection seats are not operational (cold) so a manual bail out is required. The memory aid is similar to the ground egress.

The memory aid is **C-C-C-B** or **Chute, Canopy, Com, Butt**.

1. **CHUTE** - Release the parachute from the seat with the red handle on the right side of the plane (see photo on page 3).

2. **CANOPY** - Pull the canopy lock handle back and push the canopy open to the right (see photo on page 3). Pulling the canopy lock lever in flight should cause the canopy to jettison. If it does not, push the canopy into the relative wind and it should fly off.

3. **COMM** - Disconnect the boom mic on the helmet at the quick disconnect (see photo on page 4).

4. **BUTT** – Exit the aircraft as quickly as possible.
   a. If able, the Pilot in Command will roll the aircraft inverted allowing you fall out. If he is unable to accomplish this, you will need to exit the aircraft any way you can.
   b. If the static line fails to deploy the chute, grab the parachute rip cord with both hands and pull down and away from you.

**Abbreviated Procedures**

<table>
<thead>
<tr>
<th>CALL FOR BAIL OUT</th>
<th>EJECT, EJECT, EJECT</th>
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<tr>
<td>SEAT/BELT HARNESS</td>
<td>RELEASE</td>
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<td>CANOPY</td>
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</tbody>
</table>
PARACHUTE CONFIRM DEPLOYMENT

When landing with a parachute keep your feet and knees together with your knees slightly bent and roll to the ground on your side on impact absorb the energy. Unbuckle and remove the chute and wait for assistance.

The Pilot in Command will not be able to assist in an emergency exit, Passenger must exit on own.

Experimental Certification
The Federal Government requires notification to each passenger of Federal regulation requires, at least, telling the person flying—passenger or other pilot—that the aircraft is not certified according to the standard FAA process but issued a Special Airworthiness Certificate in the Experimental Category, similar to a homebuilt aircraft. Plus, you will note in the back seat, below the right canopy frame, a placard stating “Experimental” in two-inch high letters. Be advised:

THIS AIRCRAFT IS FORMER MILITARY AND DOES NOT COMPLY WITH THE FEDERAL SAFETY REGULATIONS FOR STANDARD AIRCRAFT

Before we depart, we will brief the following as part of the Experimental Aircraft Passenger Briefing:

1. Canopy operation
2. Radio procedures
3. Safety procedures
4. Experimental jet
5. Pressurization procedures
6. Emergency procedures
7. Flight operations
8. Flight profile

If you are not clear on any of this information or believe we did not cover an issue, do not continue as a passenger on this aircraft.
Conclusion
Thank you for taking the time to review the emergency egress procedures for N139VS. We will do all we can to make your flight safe and memorable. Please sign this guide at the bottom where indicated and bring it with you for your flight. We are looking forward to flying with you.

I,_____________________________________________ have reviewed the abbreviated Emergency Egress Procedures Guide and am comfortable with the possibility that I may have to perform an Emergency Egress or exit from L-39C N139VS. I understand that the Pilot in Command will not be able to assist me during an Emergency Egress and that there may be circumstances where an Emergency Egress is impossible. I understand that this is not a complete or official manual on emergency procedures and it is my responsibility to ask any questions I have during the preflight briefing. I further understand I have the SOLE responsibility to be capable of and performing an Emergency Egress. I understand this guide is intended to help describe certain emergency procedures but is not intended to be fully comprehensive or describe all safety procedures. I represent that I have separately signed a Release, Waiver of Liability and Indemnity Agreement which is binding on me and others as set forth in it and execution of this guide does not affect, modify or limit the enforceability of the Release, Waiver of Liability and Indemnity Agreement.

Signed by_____________________________________________ Date________________

Witnessed by_________________________________________ Date________________